NEW PUBLICATIONS.

PROM THE LAKES OF KILLARNEY TO THE GOLDEN HORN. By HENRY M. FIELD, D. D. 12mo pp. 355. Scribner. Armstrong. & Co.

The contents of this volume are already familian to a large circle of readers from their publication in the religious journal of which Dr. Field is editor. They have met with signal tavor from the portion of the public for which they were especially designed, and are now collected in a more permanent form as part of a work devoted to the record of a journey around the world. The numerous readers of The Erangelist will welcome them as renewing the pleasure they have enjoyed in their former perusal, while those who now make their acquaintance for the first time will find in them a singularly interesting narrative of intelligent observation and personal experience. Dr. Field started from New-York for Liverpool in May, 1875, in one of the admirable steamships of the Inman line. His description of the voyage, though on so backneyed a theme, has a touch of the breezy freshness which is one of the few compensations of life at sea. He was equally fortunate in the selection of a magnificent ship and a skillful commander. "The order and discipline of the ship is perfect. There is no noise or confusion. All moves on quietly. Not a sound is heard, save the occasional cry of the men stretching the sails, and the steady throb, day and night, of the engine, which keeps this huge mass moving on her ocean track. But what a vast machine is such a ship, and how complicated the construction which makes possible such a triumph over the sea. Come up on the upper deck, and look down through this iron grating. You can see to a depth of fifty or sixty feet. It is like looking down into a miner's shaft. And what makes it the more fearful is that the bottom of the ship is a mass of fire. Thirty-six furnaces are in full blast to heat the steam, and at night, as the red-hot coals that are raked out of the furnaces like melted lava, flash in the faces of the brawny and sweltering men, one might faucy himself looking into some Vulcan's cave or subterranean region glowing with an infernal heat. Thus one of these great ocean steamships is literally a sea monster, that feeds on fire; and descending into its bowels is (to use the energetic language of Scripture in speaking of Jonah in the whale) like going down into the

belly of hell." Upon arriving in Paris, which he had not visited for nearly ten years, Dr. Field was impressed with the signs of rapid recovery from the effects of the recent war. The streets were full of life and gayety. Everything bore the marks of prosperous activity. The enormous Prussian indemnity had been paid without great financial distress. Dr. Field finds the explanation of this in the character and habits of the people. "The French are a very rich people-not by the accumulation of a few colos sal fortunes, but by the almost infinite number of small ones. They are at once the most industrious and the most economical people in the world. They will hve on almost nothing. Even the Chinese hardly keep soul and body together on less than these French ourriers whom we see going about in their blouses, and who form the laboring population of Paris. So all the petty farmers in the provinces save something, and have a little against a rainy day; and when the time comes that the Government wants a loan, out from old stockings, and from chimney corners, come the hoarded napoleous which, flowing together like thousands of liftle riv ulets, make the mighty stream of national wealth." Nor does the author join in the frequent clamor with regard to the immorality of Paris. It is gencrally supposed, he remarks, to be a sinner above all other cities, and some innocent young preachers who have never crossed the sea feel justified in denouncing it as the wickedest place in the world. But in point of intemperance, according to Dr. Field, it is not half so bad as London, or Glasgow, or Edinburgh, and as to other forms of vice, judging from their public display, it has nothing to compare with the scenes which shock every foreigner in the streets of London. The general cheerfulness of the Parisian people is a surprise to the stranger. You see no such extremes of condition as in London, no such painful contrasts between the rich and the poor. Everybody seems comfortable and contented, at least in a small way. No people get so much out of so little. What an English workman spends in a single drunken debauch, a Frenchman will spread over a week, and draw a little enjoyment out of it every day. Everybody seems to be happy in his own way, without envying his neighbor. man cannot ride with two horses, he will go with ne, and even if that one be a sorry back, with rib sticking out of his sides, and that seems just ready for the crows, no matter, he will pile his wife and children into the little, low carriage, and off they go, not at great speed, to be sure, but as gay and ry as if they were the Emperor and his court, with cutriders going before, and a body of cavalry ciattering at their heels. When I have seen a whole family at Versailles or St. Cloud dining on five franca (oh no, that is too magnificent; they carry their dinner with them, and it probably does not cost them two france). I admire the simple tastes which are so easily satisfied, and the miracle-working art which extracts honey from every daisy by the roadside,"

Upon his visit to Florence in the month of Sep tember, Dr. Field offers some pertinent remarks on the Italian climate, and the best time of the year for seeing Italy. Many tourists take the Winter for their visit. Rome especially is not thought safe till late in Autumn. But Dr. Field strongly recommends an earlier season, and American travelers would do well to follow his advice. Italy is seen to the best advantage in its Summer bloom or in the riponess of Autumn. During his visit to Florence, the vineyards were in all the pomp of harvest, pre scuting the most picture sque of Italian scenes. The slopes of the Apennines were dotted with dark forests, and a soft hazy atmosphere, like that of our Indian Summer, gave a kind of purple tint to the landscape. Still the celebrated Italian skies were not more fair than those which bend over many a familiar spot in America. The vegetation was not richer, nor the landscape more lovely, than in the Berkshire valleys. Among the objects of interest in Florence, the Protestant cemetery is sure to attract the attention of English and American travelers. Of this spot, we have a brief description as

fellows:

In the English burying-ground many of that country sleep far from their native island. Some, like Walter Savage Lander and Mrs. Browning, had made Florence their home for years. Italy was titelr ndopted country, and it is all that they sleep in its sunny clime, beneath a scuthern sky. So of our countryman Powers, who was a resident of Florence for thirty-five years, and whose widow still lives here in the very pretty villa which he built, with her soms and danghier married and settled around her, a beautiful domestic group. In the cemetery I so ight another grave of one known to all Americans. On a plain stone of grantic is inscribed simply the name

THEODORE PARKER,
Born at Lexington, Massachusetts,
In the United Stotes of America,
August 24th, 1816.
Deed in Fiorrece
May 10th, 1866.

Deed in Florence
May 16th, 1860.

One could preach a sermon over that grave, for in that
form which is now bus dust was one of the most vigorous
indust of our day, a man of predictions force, an earnivorous reader, and a writer and beturer on a great varicty of subjects, who, in bis manifold forms of activity,
did as much to influence the minds of his countrymen as
any man of his time. He struck fierce blows, right and
left, often doing more ill than good by his crude religious
opinions, which he put forth as boldly as if they were
the accepted faith of all mankins, but in his patile for
liberty rendering services which the American people
will not willness jet die.

Mrs. Browning's opiniph is still briefer. There is a
longer inscription or a tablet in the front of the house
which was her home for so many years, placed there by
the municipal government of Florence. There, as one
looks up to those Casa Guidi Windows, which she has
given as a name to a volume of her poems, he may read
that "In this house lived and died Elizabeth Karrett
Browning, who hy her genius and her poetry made a
godden link between Eugland and Iraly." But on her
tomb, which is of pure white marble, is only

E. B. B. Oh 1881.

But what need of more words to perpetuate a name
that is on the lips of millions; or to speak of one who
speaks for herself in the poetry she has made for nations;
whose very voice thus lives in the air, like a strain of
music, and goes floating down the ages, singing itself to
immortality!

The remarks of Dr. Field with regard to the factitious enthusiasm of many underbred American tourists for everything European are eminently judicious, and coming from one who speaks from such familiar knowledge of the subject, are entitled to great weight. Some go abroad, he says, only to lears to despise their own country. But for himself, post-paid. Pablished by DITSON & Co., 711 Broadway.

the more he sees of other countries, the more he loves his own. Even the admiration for European art is often affected, and usually extravagant. Nature is greater than the old masters. No sun ever painted by Claude or Poussin, Dr. Field ob serves, can compare with the glories of a Western sky. Nature is not fairer in Italy than in America. The American landscape, with the beauty of our autumnal woods, and the splendors of the passing year, afford a nobler study for the artist, than the Italian picture galleries. Nor do the European palaces compare in comfort with a wellordered American home. They were built for show not for use. They may serve to swell the parade of state occasions, but not for the ordinary purposes of life. It is almost impossible to keep them warm. Their vast balls are cold and dreary. ments of marble and mosaic are not half so fortable as a plain wooden floor covered with a earpet. There is no gas, they are lighted only with candles; while the liberal supply of water which we have in American cities is unknown."
A lady living in one of the grandest palaces in Rome informed the author that every drop of water used by her family has to be carried up those tre mendous staircases, to ascend which is almost like

climbing the Leaning Tower of Pisa.

The volume ends with an account of the author's visit to Constantinople, and a brief, but suggestive, discussion of the aspects of the Eastern question at that time, and of the progress of events nearly down to the present moment. His conclusions are expressed with eloquence and force, evincing no less political sagacity than accurate observation. He believes that the time is at hand for the departure of the Turks from Europe. Not that their exodus will take place without a desperate struggle. But however the tide of battle may obb and flow, the Moslems will at length be pushed backward from those Christian provinces which have so long been subject to their oppressive rule, until they find themselves on the shores of the Golden Horn, and forced to take their farewell of the old Stamboul. Sadly will they enter St. Sophia for the last time, and turn their faces towards Mecca. "It would not be strange that they should monrn and weep as they depart. Be it so They came into that sacred temple with bloodshed and massacre; let them depart with wailing and sorrow. They cross the Bosphorus, and linger under the cypresses of Scutari to bid adieu to the graves of their fathers; then bowing with the fatalism of their creed to a destiny which they cannot resist, they turn their horses' heads to the East and ride away over the hills of Asia Minor."-The volume now published which closes with these words will find a friendly welcome from many readers, not only as the fruit of the author's prosperous return from a perilous voyage, but as a vigorous and graphic recital of personal adventure in strange lands.

SOME MAGAZINES.

An editorial article in Appleton treats of the nuncipal administration of New-York, maintaining that under the present organization the citizens are virtually deprived of the control of their own city, and that with a Mayor who is little more than a figure-head, a Common Council whose functions are almost supercrogatory, and a group of departments opposed to each other, nothing but a chaes of misrule is possible. There is no central ization, no responsibility, no direct power to accomplish even the most urgent reforms. The writer presents a forlorn outlook for the future. He predicts that things will go on from bad to worse. As long as the present methods are retained, improvements in the city are out of the question. The disorders that now exist will surely increase; the unclean and dangerous streets will grow worse; the dilapidated wharves will become more rotten every day; the sewers will seed to the sewer will become more rotten every day; the sewers will seed to the sewers will see the sewers will seed to the sewers will see the sewers will seed to the sewers will see the sorend positioned and death in a wider and wider circle. The writer dwells especially on the condition of the streets in illustration of his remarks, and urges that the repairs of the payement should be assessed on vehicles and not on the adjacent property. Among other articles of interest in the present number are "Game-Birds," by Maurice Thompson, "Old Time France," by G. M. Towle, and Mr. J. E. Freeman's lively reminiscences of his

The Atlantic for this month presents several tempting baits in its list of titles, including "A Colorade Hoad," by H. H., "A Conversation on Daulei Deronda," by H. James, jr., "Crumbs of Travel," by J. W. De Forest, "The Canvasser's Tale," by Mark Twain, and Mrs. Kemble's inexhaustible budget of "An Old Woman's Mrs. Kemble's inexhausable budget of "An On Woman's Gossip," besides the solid papers of Mr. C. Hale on "Municipal Indebtedness" and Mr. F. Parkman on "Sir William Phips's Attack on Quebec." 'Mr. De Porest's highly-flavored description of "A British Boarding-House" is not only amusing, but true to the life, describing how well the sejourner is treated in the matter of meat and drink for eight English shill be and while the bade, and bedrooms, it must be adlings a day, while the beds and bedrooms, it must be admitted, are should detestable. Mr. James discusses the characteristics of Daniel Deronda is a style of original artist in his own right. The happy device of treating the present its different aspects, without impairing the unity

Mr. Yarnall's "Walks and Visits in Words orth's Country" in this number of Lappincou conclus the series, describing a visit to Ambieside after the deat of Wordsworth, nearly twenty years ago, and a subse-quent one in 1873, after an interval of sixteen years The paper contains many singularly interesting details with regard to the Arnold family, Mrs. Wordsworth Crabb Robinson, and others whose names are more or less intimately associated with the memory of the films trious poet. The papers on the Centennial are brought to a close with a general statement on the results of the Exhibition, and are followed by a separate article on "Caramic Art at the Exhibition," which is both seasonable and instructive. The Eighteenth Volume of Lippincoff ends with this number, and the magazine takes a new departure with excellent promise of improvement and

increased interest. In the Galaxy, the article most likely to attract attention is the reply of General W. S. Hancock to General Howard, in regard to the statements of the latter concerning the battle of Geitysburg. General Han-cock calls in question the correctness of General Howard's impression concerning his share in the battle, alleging that he himself was ordered to the command of the force that he himself was ordered to the command or the forces at Gettysburg by General Meade, after the death of Gen-eral Reynolds, and that he actually held the command, with all its great responsibilities, until searly dark on the evening of July 1, when he transferred the same to General Slocum. The facts adduced by General Han-cock are presented in a temperate and foreible manneand will doubtless have weight with future writers of the subject.

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Proposals. PROPOSALS FOR WOOLEN BLANKETS. rmy standard.
The right to reject any or all bids is reserved.
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En velopies to be addressed: "Proposals for Blankets."
D. H. RUCKER, Asst. Quariermaster Ganeral.

Co Whom it Man Concern

STORAGE NOTICE.

Grillin.
Fink.
If he said for account of whom it may concern:
WILTON CARPET, 101 yards. degart WILTON CARPET, 101 yards; miles of BRUSSELS and INCHAIN CARPETS, &c. BENJ. F. THEALL, Auctioneer

Miscellancons

CANCER.—New Treatise—How cured, without THE TOLL-GATE!—Prize Picture sent free!
An ingenious gen! 50 objects to find! Address, with stamp, E. C. ARBEY, Buffalo, N. Y.
PERFECTION!

BOKER'S BITTERS. I. FUNKE, Ja., SOLE AGENT, No. 78 John St., N. Y. Fost-Office Box 1,029.

Steamboats and Railroads

A LBANY — PEOPLE's LINE.— SPLENDID stemboats leave Pier 41, North River, foot of Canal st., DALLY (Smithly excepted) at 6 p. m., for Albany and all points North and Weak. Meaks on the European pism. N. B. State rooms meated by steam-pines.

CENTRAL RAILROAD OF NEW-JERSEY.

-ALLENTOWN LINE.—Ferry Stations in New-York, foot of Liberty-st., and foot of Charkson-st., up town. Freight Station, foot of Liberty-st. Commenced Services and Commenced Services, as follows: Taken for Easton, Belvidere, Bethlehen, 5:40 a. m.—Mall, Thank for Easton, Belvidere, Bethlehen, 5:40 a. m.—Mall, Thank, Tamanend, Wilkesburgeranton, Carloudale, &c.; connects at Joined Browk for French and Political Services, and Services,

owands, Wilkesbarre scranton, Danville, Wilkamsport, &c.

*ladd p. m. *EXEKISS for Flemington, Baston, Albarow,

*land chank, Wilkesbarre, Seraston, Tamaqua, Mahanoy

iv, Harleston, Reading, Colembia, Lancaster, Ephrata,

ottsville, Harrisdurg, &c.

4.00 p. m. *For North Stridge Branch, Easton, Belvidere,

flentown, and Manch Chunk; connects at Junction with

cl. Lack, and West, Halicose.

*4.30 p. m. *For Somervibe and Flemington,

7.15 p. m. *For Somervibe and Flemington,

7.15 p. m. *For Somervibe and Flemington,

7.15 p. m. *For Somervibe and

Bentown, Magach Chunk, Wilkesbarre, Towanda, Reading,

arrisburg, and the West.

\$1.50 p. m. *For Saston.

15 p. m. Presiss EAR Wikesbare.

5:30 p. m. Presiss EAR Wikesbare.

artisburg, and the West.

5:30 p. m. Pur Saston.

6:30 p. m. Pur Saston.

7:30 p. m. Pur Saston.

8:30 p. 11:35 a.m.: 12:30, 12:0, 3:20, 12:0, 13:10, 11:35 p. m.
10:05, 11:50 p. m.
on is marked v. Carakson-st. Ferry at Jersey City on is marked v.

His all trains marace. For trains to local points see time-table at stations. NEW-YORK AND LONG BRANCH DIV. 5:15 p. m. From toot of Clarkson st. at 11:35 a. m. Stages to and from Reyport connect at Matawan Station Will all trains.

NEW YORK AND PHILADELPHIA NEW

FOR THEN TON AND PHILADELPHIA NEW Leave New York, 100 of Liberty st., at 540, 645, 745, 915 m., 130, 5, 630 p.m. Leave foot of Clarkson-st. at 6:35, 7:35, 9:05 a.m., 12:50, 106 of p. m. Leave foot of Clarkson-st. at 6:35, 7:35, 9:05 a.m., 12:50, 106 of p. m. Leave Philadelphia for the core Philadelphia 4.20, 6.20 p. m.
Leave Philadelphia from station North Pennsylvania Railroad, Third and Berke-sta., at 7.30, 9.30 s.m., 1:30, 3:20, 5,
6:30 p. m.
Pulman Drawing-Room Cars are attached to the 7:45 and
9:15 a. m. trains from New-York, and to trains leaving Third
and Berke-sta, at 5 and 6:30 p. m.
All trains connect at Treaton Function to good. Steamboats and Railroads.

BALTIMORE AND OHIO RAILROAD .- Leave New-York from foot of Desbrosses and Cortismit-12. Leave New-York from foot of Destrosses and Cortanuer.

8:40 a. m. for Washington and the West, Richmond, Florida, and the South, via Shepherd. Pullman Parior cars from New York to Baltimore and Washington, making close connection for Chicago, Cincinnati, St. Lonis, Louisville, Pittaburgh, &c.

1. p. m. for Washington and the South, Lynchburg, Savannah, Florida, and New-Orleans. Pullman cars from New-York to Baltimore and Washington, making close connection for Chicago, Cincinnati, Louisville, St. Louis, &c. Pullman alceper llatimore to New-Orleans.

9 p. m. daily for Washington, the South and Wost. Pullman's sleeners from New-York to Baltimore and Washington, making close connections for Chicago, Cincinnati, Louisville, St. Louis, Pittaburgh, the South and South-West. Connects and in South.

For through tickets, please call at Company's Offices, 315

ERIE RAILWAY.

mongat. Octawall, 9 s. m., 3:30, 4:30 p. m. Sundays, 8:30 s. m. Warwick, 10:45 s. m., 4:30 p. m. Newburgh, 9, 10:45 s. m., 3:30, 4:30 p. m. Sundays, 8:30

h. M., 7 p. m. The 6 a. m., and 4:30 p. m. trains connect i New York and Oswero Midland Railroad at Main-st. ort Jervis, 9, 10:45 a. m., 4:30, 7 p. m. Sundays, 8:30, 10 Port Jerris, 9, 10:45 a.m., 4:30, 7 p.m. Sundays, 8:30, 10 a.m., and 7 p.m.

NOTE.—Trains leaving Chambers.st. on even or half bours leave Twenty-third.st. fifteen miautes earlier than above time; trains leaving Chambers.st. on quarter hours leave Twenty-third.st. threy minutes earlier. Boats leave Twenty-third.st. threy minutes earlier. Boats leave Twenty-third.st. at 9:55 and 10:45 p.m., connecting with trains leaving Chambers.st., at 10 p.m. and 12 miditigüt.

Tickets for passage and for Appartments in Drawing-room and Sleeping Coaches can be obtained, and orders for the checking and transfer of Isaggage may be left at the Company's Offices, Nos. 237, 401, 525 and 957 Broadway; No. 2 Court.st., Broschyn, and at the Company's Depots.

Express Trains from the West arrive in New-York at 7:25 a.m., 2:10 and 7:55 p.m.

NORTHERN RAILROAD OF NEW-JERSEY.
Trains leave for Engiewood, Closter, Piermont, and Nyack,
9-45 n. m., 1, 9, 4, 4-5, 5-30, 6-30, 7-30 p. m., and Saturday
ights only at 11-30 g. m. Sundays, 9 a. m. and 6-30 p. m.
Namuel, Spring Valley, and Monsoy, 7, 9-45 a. m., 4-45 p. m.
JNG. N. ABBOTT, Gurd Pass'r Agent, New-York. FOR RONDOUT and KINGSTON, connecting with Ulster and Delawars Railroad, landing at Highland Fails (West Point), Cornwall, Newburgh, Maribero, Million, Poughteepale, and zoopus. Steamboats Thomas Cornell leave every Tuesday, Thursday, and Saturday: James W Haldwin Monday, Wednesday, Friday, Spring-st. Pier 43 N. R., at 4 n. m.

FALL RIVER LINE TO ROSTON PARE REDUCED TO S4-FIRST CLASS THE WORLD-RENOWNED STEAMERS BRISTOL AND PROVIDENCE.

From Pier 28, North River, feet of Murray-14,
DAILY (SUNDAYS excepted) at 4:30 s. m.
Tickets and Staterooms secured at principal hotels and ticket
offices and on the pier and steamers. GEORGE L. CONNOU.
Gen. Pass. Arem.

BORDEN & LOVELL, Age 15 LEHIGH VALLEY RAILROAD.

ARRANGEMENT OF PASSENGER TRAINS, April 16, 1876. Leave depois foot of Cortland and Pessfroses size, at 7 n. m. for Easten, Bethelsen, Allentown, Manch Clinik, 1870.—Leave depois foot of Certandi and Dean Cauch Chunk, Ta. no., for Easton, Bethichem, Allentown, Mauch Chunk, Hazleton, Beaver Meadew, Mahamov City, Shenandosh, Mt Carmel Shamokin, Wilkesbarre, Pittston, Sayre, Einira, &c., cennecting with trains for Ithman, Andern, Rochester, Buffalo, Singara Falis, and the West.

1 p. no., for Easton, Bethichem, Allentown, Mauch Chunk, Hazreton, Mahamov City, Shenandosh, Wilkesbarre, Pittston &c., making clase connections for Reading, Pottsville, an Harrishurg.

4 p. no., for Easton, Bethichem, Allentown, and Mauch Chunk, stopping at all stations.
650 p. no., Night Express, daily, for Easton, Bethichem, Allentown, Mench Chunk, Wilkesbarre, Pittston, Sayre, Ebaira, Uthaca, Auburn, Rochester, Bunday, Nagara Falis, and the West. Pulman's electing cascines attached.

General Eastern Office, corner of Church and Coylinadi-sia.
CHAS, H. CUMMINGS, Agent.

NEW-HAVEN, HARTFORD, &c. - Fare, \$1 Steamers beave Peck-allp for New-Haven at 3 and 11 p. m. connecting with the rational.

connecting with the railroad.

NEW-YORK CENTRAL AND HUDSON
RIVER RALLROAD, developed Nov. 27, 1876,
through trains will leave G. and Central Dopon.

250 a. m., Chicage and Northern Express with drawing,
room cars through to Receiver, and St. Amans, Vt.
10-20 s. m., Special Chicage Express, with drawing-room
cars to Bockenter, fluinto, and Nazara Fulls.

11:00 a. m., Northern and Western Express.

250 p. m., Special Albany, Troy, and Western Express
arm e. at Railway 2 of p. m.

Trov. Way Trains as per Local Time Tables. Tickets for sale at 253 and 41s Houseway, and at Westertt Express Co.'s Offices, No. 7 Park-place, 785 and 342 Broad as? New York, and 333 C. B. Miller E. Washington St., Brooklyn. General Passenger Agent.

NEW-YORK, NEW-HAVEN AND HART

psecager Station in New-York, Grand Central Depot, on ince on Forly sociond 8: Figure for New-Haven have at 7:10 (Acc'm), 8:06 (Ex.), 50 (Acc'm), 11 z. m., (Ex.), 12 N. (Acc'm), 1 (Ex.), 2:20 (etc), 3 (Ex.), 4:40 and 5:15 (Local Ex.), 9 (Ex.), and 19 445, 515, 545, 665, 720, 3, 10, and 1135 p.m.

Boston Express, via springfield, at 865 and 11 a.m., 3 and 9 ps. m.; via shore Line at 1 and 10 p. m.; the 856 a.m., 1.

2 and 10 p. m. st-pping at stanford. Norwalk, and 805 and 11 a.m., 3, 2 and 10 p. m. at Bradgeport. The 856 a.m. and 1 p. m. connect with trains on Shore Line Division for Provisions of the Provision for Provision for Norwich and New Haven and Northampton R. B. at New Haven, and the 850 a.m. and 1 p. m. for Newport. 856, 51 a.m., 12 noon and 3 p. m. connect with Shore Line Division for Norwich and New Haven and Northampton R. B. at New Haven, and the 850 a.m. and 1 p. m. for Newport. 856, 51 a.m., 12 noon and 3 p. m. trains connect with Connecticut briver R. B. at Springfield, and 3 p. m. for Meatreal. The 2605 a.m. and 3 p. m. connect with Norwalk, south Norwalk, and the 850 a.m. and 3 p. m. to Newport 850, 1 a.m. and 3 p. m. to Newport 850, 1 a.m. and 3 p. m. to Newport 850, 1 a.m. and 3 p. m. to Newport 850, 1 a.m. and 3 p. m. to Newport 850, 1 a.m. and 3 p. m. to Newport 850, 1 a.m. and 3 p. m. to Newport 850, 1 a.m. and 3 p. m. to Newport 850, 1 a.m. and 3 p. m. to Newport 850, 1 a.m. and 3 p. m. to Newport 850, 1 a.m. and 3 p. m. to Newport 850, 1 a.m. and 3 p. m. to Newport 850, 1 a.m. and 3 p. m. to Newport 850, 1 a.m. and 3 p. m. to Newport 850, 1 a.m. and 3 p. m. to Newport 850, 1 a.m. and 1 a.m. and 3 p. m. to Newport 850, 1 a.m. and 1 a.m. and 2 p. m. to Newport 850, 1 a.m. and 1 a.m. and 2 p. m. to Newport 850, 1 a.m. and 1 a.m. and 2 p. m. to Newport 850, 1 a.m. and 1

PENNSYLVANIA RAILROAD.

GHEAT THUNK LINE AND UNITED STATES MAIL
ROUTE. Trains leave New York, via Bestrosses and Corelands street Ferrice as follows:
Express for Barrisburg Pittsburgh, the West and South,
with Pulman Pulace Cars attached, 8:30 a. m., 6 and 8:30 p.
m., daily. with Pullian Paulice and Search Corry and Eric at 8:30 p. m., daily.

For Williamsport, Lock Haven, Cerry and Eric at 8:30 p. m., For Williamsport and Lock Haven, Sea at in the International Corry for Trinsville, Petroleom Certer, and the Milliamsport and Lock Haven, Sea at in the International Corry daily of the Corry daily of the Eric Express of Pulliam Parlor Cars daily, except Sanday, 5:30 s. m. arrive at Washington 4:10 p. m. kegular at 8:40 s. m., 1, 6, and 9 p. m.

Express for Pulliadelphia, 7:30, 8:30, 8:40 (9:30 Limited), 10:30 a. m., 1, 3, 4, 5, 6, 7, 8:30, 9 p. m. and 12 sight. Sanday, cities a. m., 8, 6, 7, 8:30, and 9 p. m. Endgrant and second class, to m.

p. m. Accommedation for Trenton, 7 n. m., 2 and 4:10 p. m. Par Newark at 6, 6:30, 7, 7:40, 8, 9, 10, 11 n. m., 12 m., 1, 2, 0, 3, 3:3, 4, 4:10, 4:30, 4:50, 5, 7:20, 5:40, 6:10, 6:30, 6:30, 7, 9:40, 9:10, 11, 11:30 p. m., and 12 might. Sunday, 5:20, 6:30, and 8:10 n. 0 p. m. calecti, 6:30, 7, 7:40, 8, 9, 10, 11, a, m., 12 m., 1, 2 p., 4, 4:10, 4:30, 4:30, 5:20, 5:40, 6:0, 6:21, 6:30, 7 10, 11:30 p. m., and 12 night. Sunday, 5:20, 6:30, 7

For Mercer and Soncrest Branch, 11 c. m. and sp. m. For Trenton, Bordontwa, Burdontwa, B. and Casaden, 7:30 and 10:50 n. m., 1, 2, 4, and 7 p. m. For Frendod, 7:30 a. m., 2, 4:10 p. m. For Frendod, 7:30 a. m., 2, 4:10 p. m. For Frendod, 7:30 a. m., 2, 4:10 p. m. For Highstown, Pemberton, and Canden, via Ferth Amboy 2:50 p. m., and via Monmouth Junction, 4:10 p. m. For Highstown, Pemberton, and Canden, via Perth Amboy, 2:50 p. m., and via Monmouth Junction, 4:10 p. m. For Highstown and Pemberton, 6:30 and, via Perth Amboy, and 7:30 a. m., via Monmouth Junction, Trains arrive: From Pittsburgh 6:20 and 10:30 a. m., and 10:30 p. m., daily, 19:19 a. m. and 6:50 p. m., daily, except Monday, From Washington and Balthoner 6:30, 9:50 a. m. From Washington and Balthoner 6:30, 9:50 a. m. From Paladongton and Balthoner 6:30, 9:50 a. m. From Calledon, 5:00 and 10:20 p. m., 2:00 and 10:20 p. m., 2:10, 4:10, 5:10, and 10:20 p. m., 6:50 and 10:20 p. m., Etho, 4:10, 5:10, and 11:10 a. m., 6:50 and 10:20 p. m., Tecket Offices, 5:00 and 9:44 Hreadway, No. 1 Astor House, and foot of Dealtresses and Certinactistic, No. 4 Courtest, Errockyn; Nos. 1:4, 110, and 118 Hundson st., Hoboxen; Deput, Jersey City, Emigrant Ticket Office, No. 8 Battery-place, D. M., HOLYD, Jr., General Passenger Agent.

Falve Thouses, General Manager

PHILADELPHIA via LONG BRANCH and the NEW-JRESEY SOUTHERN RAILROAD.—Fare lower than by any other route. Commencing Newsmiber 13, 1876, kave New-York from Pier 8 North River, foot of Rec-ter sta. I a. m. for Philadelphia, Long Branch, Toms River, and 4 p. m. for Philadelphia, Long Branch, Toms River, Ware town, and Tuckerton. W. S. SNEDEN, Gen. Manager. STONINGTON LINE FOR BOSTON

AND ALL POINTS EAST. REDUCED FARE. TO BOSTON, FIRST CLASS, \$4.

TO PROVIDENCE, FIRST CLASS, \$3 Elegant steamers leave Pier 33, North River, foot of Jay-st., Tickets for sale at all principal ticket offices. Staterooms cured at offices of Westcott Express Company and at 363 PROVIDENCE LINE. Steamshps ELECTRA and GALATEA leave Pier 27, North River, foot of Park-pince, at 4 p. m. Freights via either THE MONEY MARKET.

OFFICIAL REPORT N. Y. STOCK EXCHANGE SALES. NOVEMBER 27, 1876. 10 A. M .- SALES BEFORE THE CALL.

GOVERNMENT STOCK DEPARTMENT-104 O'CLOCK AND 1112 O'CLOCK A. M. U S 6s. negistered, 1881 8.000 bc.117 b U S 5.20 Coupon, 1865 bc.117 b 10,000 U S 5s. Coupon, 1881 1173 10,000 1851 1173 U 8 5-20 Coupen, 1865 109% 10,000 12,112% 10,000 12,112% 10,000 12,112% 10,000 12,112% 10,000 12,114%

pon, 1867 15% 10,000 12.114 10,000 1144 115% 115% 115% 10,000 12.124

FIRST BOARD-1012 O'CLOCK A. M. Sales of State Bonds-Railroad Bonds-Bank and Ratt-road Shares-Express Stocks, &c.

400 24 100 81 33 5 100 83 34 5 100 83 34 5 100 34 5 100 34 5 500 34 5 1 1st, Con 100. 22 100. 33, 34% 100. 79 300. bc. 71% 100. 34% 100. 35, 71% 100. 34% 100. 53, 71% 100. 53, 783, 79 nion Pacific 1st 2,000 105 g83. 56% 200....58 58 ½ 600......58 ½ 604 604

| No. | No.

and N West C Coup G B

7,000 95% Pitts, F W & C 1st nion Pacific S F SALES FROM 212 O'CLOCK TO CLOSE OF BUSINESS, 3

| Color | Colo O.CTOCR"

OFFICIAL REPORT OF AMERICAN MINING BOARD SALES. | Alpha Mining Co | Grant Mining Co | Grant Mining Co | Beleiser | 50... 40 | 100... 654 | 250... 654 | 500... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45 | 100... 530 | 45

Alpha | Grant | 200 | 65 | Merrimac | 100 | 41 | 200 | 65 | 100 | 42 | 100 | 48 | 100 | 48 | 100 | 29 | 100 | 29 | 100 | 29 | 100 | 29 | 100 | 29 | 100 | 29 | 100 | 29 | 100 | 29 | 100 | 29 | 100 | 29 | 100 | 29 | 100 | 20 | 100 | 29 | 100 | 20 | 100 | 29 | 100 | 20 | 100 | 20 | 100 | 20 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 MONDAY, Nov. 27-P. M.

In the recent report of the Baltimore and Ohlo Railroad Company for the year ended Sept. 30, 1870, the point of special interest to our local stock market is the earnings of the Baltimore, Pittsburgh, and Chicago railroad-commonly known as the Chicago division of the Saltimore and Ohio. The road, starting from a point on the Erie division of the Baltimore and Ohio, runa direct to Chicagodistance of 271 miles. It was built by the Baltimore and Ohio at a cost of about \$8,000,000. The gross earnings for the year were \$1,231,785. and the operating expenses \$1,065,082, leaving as net earnings \$166,703. This returns to the Baltimore and Ohio about 21s per cent on its investment. But suppose the Baltimore and Ohio had mortgaged the road for half of its cost, \$4,000,000, the annual interest on which would be \$290,000. Instead of receiving 21s per cent on its total investment of \$8,000,000, the Baltimore and Ohio Company would have had to pay out for interest \$115,300 in excess of the net carnings. This is a good point to keep in mind when talking of the earnings of some of our railways, which, while competitors of the Baltimore, Pittsburgh and Ohio, are also heavily loaded with mortgaged bonds. The position of the stockholders in these roads is not like that of the L. W. FILKINS, G. P. Agt. D. S. BABCOCK, Pros't.

| Calcidina | Calc

5,000 68 North West Con 3,000 102 2 Del and Hutson 100 85 . 69 4

SECOND BOARD-1 O'CLOCK P. M.